



# The Registry

March, 2019

The official monthly publication of the Peachtree MG Registry, Atlanta GA.



Natter"N"Noggin

Cancelled Due to Weather



The only MEMBER-RUN organization  
for MGB, MGC, Midget, 1100/1300 and

**North American MGB Register**

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## Time to Renew Your Membership



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**Cover Girl of the Month**

**Resuscitating Jeff Adam's A with a Gasoline Drip**

# Upcoming Events

When	What	Where
March 9, 2019	Natter "N" Noggin Alternate Monthly Meeting	Gibb's Gardens 3543 Peachtree Industrial Blvd Rocco's Pub 45 South Cafe
March 16, 2019	Spring Drive GTA	Historic Downtown Norcross
March 21, 2019	ORF	TBA
April 6, 2019	34th Chris Gore Mountain Tour	1167 Mill Creek Trail Cleveland, GA
April 6, 2019	Carolina British Car Show	Historic Columbia Speedway 2001 Charleston Highway, Cayce, SC <a href="#">MAP</a>
April 11, 2019	Monthly Meeting Yes , a meeting at the Harp	The Harp 1425 Market Blvd #1330, Roswell, GA 30076 <a href="#">MAP</a>
April 11-14, 2019	Gathering of the Faithful South MG Classics of Jacksonville	Daytona Beach, FL <a href="#">INFO</a>
April 17, 2019	ORF	TBA
April 20, 2019	Spring Oil Change and Tune-Up Tech Session	Georgia Classics Woodstock, GA <a href="#">MAP</a>
April 21, 2019	Avondale Easter Parade	Twin Oaks Shopping Center <a href="#">MAP</a>
April 25-27, 2019	Brits on the Bay Panhandle British Car Club	Pensacola <a href="#">INFO</a>
April 26-28	Walter Mitty	Road Atlanta <a href="#">INFO</a>
May 11, 2019	Natter"N"Noggin	TBA
April 26-28	The Mitty Monthly Mobile Meeting	Road Atlanta
May 11, 2019	Natter "N" Natter	TBA
May 18, 2019	ORF	TBA
May 25, 2019	Great Scot Classic	Greenville, SC <a href="#">INFO</a>
June 1, 2019	3 Squares Drive and Meal	Details in April Newsletter





I want to compliment Phil and Reinout for a great start to the driving season with the Tech Session at shops of both Bob Wagner and Neil Estes in February. The weather was terrific and the content was highly informative. Bob really had some thought provoking ideas about how to modernize or LBCs without drastic changes to the overall characteristics of the car. On my part, I'm really intrigued with the idea of adding Fuel Injection. I think it would make a fun project.

I visited Neil's shop and found Jeff Adams and Susan Hunter checking in on the progress of their restoration of their A. Jeff took Susan on their first date in college in this car. You can see it on the front cover getting an intravenous feeding of gasoline. I also met Neil's sidekick, Eric, who is working with Neil. It's great to see someone from the next generation interested in working on these cars.

(Note: I also want to thank Neil for helping me find a voltage stabilizer that works.)

It could be that Bob's thoughts on modernizing the cars to make them more drivable also may help a bit on the questions: "Who will work on them in the future" and "Who will buy them from us?" Suppose we get rid of the SUs and Webers and change over to FI. First, the cars become easier to start, more drivable as the weather changes, some improvement in performance, and it can compensate for loads that are put on the engine with A/C. If the car is now simpler to start and drive it, might make someone less leery of owning one, something the young mechanic can identify with and be more willing to work on. At least something to plug a computer into. The same can be said for adding an automatic transmission. Let's face it, D and R are less confusing than 1-4 plus OD and far left and back, and your left foot doesn't have to do anything but tap to the music. Although it will have to be equipped with paddle shifting for some folks to really accept.

On the other hand, there are those of us who drive these cars for the pure joy of owning a car that is an extension of us. We feel connected to the car as we feel the road through the steering and seat of our pants. It gives us hours of thought as we try to figure out why the carbs are out of adjustment again or trying to find a way to stop the oil spotting on the garage floor. We also can take a certain amount of satisfaction when we've completed a well-done repair.

There's one element of owning these cars that won't change whether it's a straight-up MGB with 4 speed trans, SU carbs, and leaky roof or a V6 powered with automatic transmission, cruise control, and A/C—that's the friendship and comradery that exists within the LBC community.

So, my message this month is "run what you brung" and be glad for the friendships you have with those parked next to you.

*Safety Fast, John*

The Atlanta Austin Healey Club has an annual Spring drive and scavenger hunt. While technically there is a competition factor, mostly it's a fun drive in the countryside. We would like to invite your folks to join us on March 23<sup>rd</sup>. I've attached the flyer with the details for your sharing out to your membership. We've sent an invitation over to the folks with the Georgia Triumph Association and the Alfa Romeo Owners Club - Atlanta as well.



March usually signals the beginning of the driving season around here. We're kicking off the season with the March Natter"N"Noggin Moving Monthly Meeting to Gibb's Gardens for their annual display of Daffodils. Meet us at Rocco's in Jasper for Lunch then a short drive over to Gibb's. We've also been invited to join with the Triumph Club for an event on March 16<sup>th</sup> heading to Athens that has a beer component to it to. Also, the Heally folks have an interesting event scheduled for March 23rd.

The first big drive for the year is the Annual Chris Gore Spring Tour. This is a great event that brings a large group car people together to celebrate spring and honor the memory of Chris Gore. Pack your lunch and head North. We want send our thanks to Bart Miller for keeping this event alive.

Peachtree MG usually prepares for the driving season with a Spring Tune-up Tech Session and this year it's scheduled for April 20<sup>th</sup> at Georgia Classics in Woodstock, GA. It's an opportunity to service your car and check that all is in fine working order. Please go to page ???? for Barry's informative article covering

how to prepare yourself if you're planning to service your car there.

Besides traveling to local events you might be interested in heading down to Daytona Beach for the Jacksonville MG GOF. Here's a chance test your driving skills with some laps on the Daytona Road Course.

One final event that might be interesting to you is the Annual Avondale Estates Easter Parade. This is a wonderful family oriented event that tours all manner of antique cars through the neighborhood. The locals get out their lawn chairs to view all the cars. They even hand out candy to you as you drive past.

Hopefully the worst of the cold weather is behind us and we start to see indications of things starting to bloom we can look forward to putting the tops down and hitting to road in our LBCs.

Please go to the [Calendar](#) for details of all the events mentioned above.

*Safety Fast,*

Dan

## Drive Your MGA Day – May 4, 2019 – Photos wanted!

Drive your MGA Day is the first Saturday in May. And good driving is just around the corner. Try to plan a meet around this glorious date. Please send photo images of your club's Drive Your MGA Day activity with a brief description of the event or location to either Peter and Anne Tilbury for inclusion on the NAMGAR web site at [web@namgar.com](mailto:web@namgar.com) or Michael Tooke at [editor@namgar.com](mailto:editor@namgar.com) to be included in a future issue of *MGA*!

# My Story

Enclosed is my application for membership in the Peachtree MG Registry.

I first rode in a cousin's MGA in the late 50's, and it was love at first ride. As I recall, I was about 13 or 14 at the time. Latter, I had a high school friend, whose family had a MGA 1500. He and I really enjoyed that car. My parents would not allow me to have a car in high school, and when I went to Georgia, freshmen were forbidden from having cars. However, in my sophomore year, my parents gave me a well-used MGA 1600. A car I loved, and still miss. Then in my senior year, they gave me a graduation present, a new MGB. I missed the MGA, but loved the locking doors and trunk, not to mention the roll up windows.

I used that MG for years as daily transportation. Latter, it was my hobby car. But when my company transferred me to Atlanta, it stayed in my parents' extra garage, in Augusta. With little use, it started to have problems. When the fuel pump went out, I had good intentions of replacing it and getting running again. But, as I'm sure you've heard before, life got in the way. Last year, I came to the realization that I needed professional help, and sent it to University Motors.

John Twist got it going again, put in a new interior, and had the paint wet sanded. A friend went by and sent me some pictures. From a distance, it looked great, but up close, there were lots of defects.

We were spending last summer in the mountains, and as soon as we got home, I wanted to fly to Grand Rapids. My plan was to look over the car, and decide whether to paint or not. My wife, Gloria, insisted on going with me, I thought it odd, as a day-trip to Grand Rapids does not sound like fun.

When our flight arrived, John picked us up, and drove across the street to his shop. I thought it was odd that the lights were off in back. When we walked into the shop area, the lights came on and there was my MG, freshly painted. There was a banner saying "Happy Birthday Walter" and a bottle of champagne iced down in an old MG oil pan. It was surprise present from Gloria. You can see photos on John's web site.

I'm enjoying the car, but would love know some fellow enthusiasts. I don't know how many events I will be able to make, but look forward to being a member.

Sincerely,



Walter B. Cheatham



# *Cento Miglia Quattro*

## *March 23rd*

### **You are invited to the 4<sup>th</sup> Annual Cento Miglia Car Rally**

Cento Miglia is a 100 mile rally/scavenger hunt for classic and sports cars. You and a navigator will follow a scenic route through North Georgia while finding landmarks and taking pretty pictures. The finish will be at the awesome [Motorcar Club](#) facility where you can get some lunch, have a cold beverage, see some amazing cars, and swap stories with the other rallyists.



The event is open to all cars but some advantage will be given to older cars. You can win with a 2019 Miata, but it will be harder (unless we get a test drive!).



The Mille Miglia (Italian for Thousand Miles) was an open-road endurance race which took place in

Italy 24 times from 1927 to 1957. This event is inspired by the great European rallies but it is not a race. Scoring will be based on the results of the scavenger hunt and your vehicle age.



### **INSTRUCTIONS:**

Entry is \$10 cash per car at the start. Please email to reserve a starting spot. The start will be in Roswell. Entrants will receive the address by email.

send an email to Ric Anderson at: [smilingric@gmail.com](mailto:smilingric@gmail.com)

with the following information:

Driver and Navigator Names (if known)

Cellphone number(s)

How many lunches you plan to purchase at the finish

*A Team Stephens/Anderson Production*

# Tech Talk

**With Phil O'Brien & Reinout Vogt**  
**Technical Co-Directors**

Our next Tech Session will be the annual event covering car preparation for the upcoming driving season. This year the event will be held at Georgia Classics in Woodstock, GA. The Calendar events list has a link to the locations. If you're planning on attending and want to put your car on a lift please [Register](#) so we can schedule things.

Barry Rosenberg has kindly provided the following information to help you prepare for this event. Thanks Barry!

The club is having a tech session. The planned date is April 20<sup>th</sup> at 118 Haygood Dr., Woodstock, Ga. 30188. This is Phil O'Brien's old shop. They have lifts and are willing to let you get your car up and change oil and do a general check under the car. My part in this is to inform you of what you should bring.

Oil, of course, if you want to change yours. Whatever brand you like, but make sure it has ZDDP in it. My suggestion is not a full synthetic as some cam grinders say it can cause premature wear of the lobe and lifter. I use Shell Rotella 14W40 diesel oil. It has 1,200 ppm (parts per million) of ZDDP. I use it in every new engine rebuild.

Next is the filter. Depending on how your filter mounts, this can be critical. If your car has a replaceable element inside a canister, there is a limited choice. Just make sure the filter you bring has the "O" ring seal with it. Getting a new seal for the bolt that holds the canister in place is not a bad idea either. Most people do not know there is a seal at that end of the canister. Also, inside the canister is a small flat plate and a spring. This goes inside the canister before the filter, spring first then plate. It pushes up on the filter to seal it against the top. Without this plate and spring, oil has no need to go thru the element. Make sure you have not thrown out the plate if it sticks to the bottom of the filter. I have seen this many times.

If your car has the spin-on filter, I only use Wix or NAPA (made by Wix). My machinist of over 40 years says those are the only filters to use. Put any other brand on an engine he builds you, and your warranty is void. I know from experience that a Fram can block up and not let oil pass, and that KN can have a misplaced anti-drain back diaphragm. Both caused engine failures. But you can use what you like best.

If your car has the filter that hangs down, you have many more choices and can use the biggest filter that will fit. The bigger the filter, the more filter medium it has. As it hangs down, the oil cannot drain out of the filter. But, if your car has the inverted filter, you need to watch out for a few things. First, your filter MUST have the anti-drain

back diaphragm. Without this, every time you turn your engine off, the oil will drain out of the filter and back into the engine.

When you crank your engine the next time, you have to fill your filter before oil starts lubricating the internal parts that depend on it. Like your main and rod bearings. These do not tolerate running without oil for long. Look at the circle of small holes in the filter; is there a "rubber" diaphragm there? If so, the filter may be ok.

Next for your filter choice is height. The filter should only be about 3 3/4" tall. Look at where you screw the filter on. There should be a hollow pipe standing up in the center of the filter mount. I have seen some without this very important item. Make sure yours is there. When you invert the filter, the tube sticks up inside the filter. Oil above the top of this tube will drain out until it reaches the top. There are a lot of filters that will fit a MGB engine. Some are twice as tall as they should be for this car. Using one of the very tall ones means you have to run the engine until the filter is full again before you send oil into the engine.

Here is another little bit of advice. Do not get a filter that is too short. Inside the filter, at the bottom, is a thin steel plate with a spring under it. Look inside your filter before installing it. This is part of the bypass should the filter element gets clogged. Some filters are short enough that the tube in your housing will contact this plate. This almost seals the tube so not oil gets past. You will show good pressure but be getting little oil into the engine.

You can get several filters the correct height but with different diameters. Bigger diameter is more element. I use Wix 51068. 51374 and 51515 both fit as well. The 51374 is small in diameter but the correct height. The 51515 is bigger in diameter but is way too tall. You need to think about this before you buy your next filter. My numbers here are Wix but other brands have the same sizes. Use a no filter more than 4" tall for an MGB engine with an inverted filter.

Barry Rosenberg



# February Tech Session

## Bob Wagner's and Neil Estes' Shops



It was an unusually beautiful Saturday with temperatures in the 60's and a mostly blue sky. Unusual because many of the previous editions

of this February get-together were in the 30's or below and the ground was covered in snow or ice. Not that I know, because it was my first Tech Session at Bob Wagner Motorsport. But that's what the MG drivers, several with the top down, told me.

While members came in we had Subway sandwiches and



drink for lunch. Neil Estes stopped by to say "Hello" to the many members that are his customers at Neil's Restorations next-door to Bob Wagner Motorsport

Bob's talked about making upgrades and changes to our cars in order to participate safely in today's traffic. Items like tires, lights, brakes etc. were discussed and Bob



offered lots of good advice, based on years and years of experience. Bob also talked a little bit about fuel injection to make our old cars more appealing to younger operators who have no experience

with using manual controls that have been taken over by computers in modern cars, i.e. using the choke to make a



cold start and 'babying' the car until the engine has warmed up. Bob is working on them for select customers and expects them to become DIY installable in just a few years. (I think that Moss

sells some already and if you're considering to go that route, we would love do a Tech Session on it)



We had 26 guests who brought chairs to sit while listening and learning. There were several questions that Bob answered in great detail. But other than that you could hear a pin drop; the audience really paid attention and was focused on what Bob had to say.

After the talk, we walked around to see the many interesting cars and projects that Bob is working on. There

were also several old stationary engines, used to drive machinery and generate electricity, mostly before WWII. This is a so-called Hit and Miss which fires every so often when the RPM (about 360) drops. It then fires just once with a loud Poof and it speeds up the heavy flywheel for several seconds. Depending on the load, the time between the Poofs varies; Poof.....Poof...Poof.....Poof etc. etc. while leaking and spraying a little oil everywhere. Beautiful!

### Thank You

Our thanks go to Bob Wagner for hosting the event and to Neil Estes for opening his doors too.

Reinout and Phil



# The Membership Corner

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Joe Rushing — Membership Chairman

Please join me in welcoming the following folks who are new members or returning old members. We've got a great schedule of events lined up for you this year. Also, we hope you'll join us for our Noggin"N"Natter Mobile Monthly Meetings as well as our many technical and touring events.

Frank Blumberg	Rome, GA
Barry Brown	Alpharetta, GA
Manuel Diaz Jr.	Valrico, FL
Clifford Fitzwater	Sandy Springs, GA
Jeff Petersohn	Roswell, GA
Gregory Smayda	Atlanta, GA
Michael Smayda	Atlanta, GA
Gail Tansy	Sugar Hill, GA
John Tansy	Sugar Hill, GA
Steve's British Connection	Sandwich, IL

This month's Noggin"N"Natter takes us to Gibb's Gardens to see their display of daffodils after lunch at Rocco's in Jasper, GA. We think this is a great event to celebrate Spring and the start of the touring season. We hope you can join us.

April brings us back to The Harp for a Sunday meeting. We've learned that the Harp has new management so we can probably expect some changes; hopefully they'll be good ones for us.

# O-R-F News

From Tom Nadelhoffer, Chief ORF



FEB 2019 ORF  
RUN – by Tom  
Nadelhoffer

Driving to the  
IHOP Wednesday  
morning  
February 27 in a  
light rain I won-  
dered how many  
would brave the

rain and join me for our ORF run to Helen. As I pulled into the parking lot I was greeted by Rick Hartlein in his MGBGT. Rick is still working and he had taken a vacation day to join us. He is retiring in December so I guess we can designate him an ORF-in-training. Rick not only gets high marks for braving the elements, but also extra credit for being the first to arrive!! Hopefully he will continue his ORF training in the months to come. We went into IHOP and optimistically asked the waitress for seating for 8-10 with hope others would be joining us soon. Mike Cook in his MGB and Wally Carlisle in his MGBGT were the next to arrive. Next my navigator, Joe Rushing showed up followed by Jim Doran in his Triumph Spitfire. Tom George in his MGBGT came rolling in along with Gene Westmoreland in his MGA. New members John and Gail Tansy arrived next in their very nice, right hand drive, rubber bumper MGBGT. We finished our breakfast, paid our bills and headed for the parking lot for a 9:30 departure. At the end of our drivers' meeting Jay Franklin drove into the parking lot in his newly acquired Allard. Since the Allard is a convertible, Jay had been watching weather radar for the last wave of rain to pass through before joining us. We were a bit concerned that the Allard might have trouble keeping up with us.....after all it only has a Cadillac 472 V8 in it!!!

A guest joined us for breakfast in the person of Rod Pearman, AKA the TAGDR. Rod collects, restores and sells old license plates. Hopefully when the weather improves a bit he'll join one of our ORF's in his old Mustang. Check his online store at [tagdr.com](http://tagdr.com)



At 09:30, nine cars and eleven bodies, a pretty good attendance for a rainy morning, departed for our fuel/bio break at the Wolf Pen Gap Store on HWY 180 in Suches, GA.

Our route took us north on GA400 for a few miles, then we gave up the 4-lane highway for some twisty, curvy back roads on the southeastern side of Dahlonega, GA. We continued skirting Dahlonega heading north on roads with fond memories for some PMGR members. One of these roads was Wash Rider Road where we passed the previous home of our deceased member/friend Chris Gore. Chris's Spring Mountain Tours are legendary. From Wash Rider Road we turned right onto Camp Wahsega Rd and then left on Black Mountain Rd and another left on Stone Pile Gap Rd taking us through the RRanch Mountain Resort complex. We finally reached Hwy 60 and headed up the mountain through the fog and clouds to the Wolf Pen Gap Store where Brad Dryden and Deb were waiting to join us in Brad's MGA. Gene Westmoreland had to leave the group and head back to Dahlonega so our car count remained at 9 and body count went to 12. After a short fuel/bio break we headed north on the very curvy Hwy 180 for eleven miles, then a left on Hwy 129 for a few miles, then a right on Hwy 180 again until we made a right on Hwy 348 the Richard B Russell Scenic Hwy for 20+ miles picking up Hwy 75 Alternate then Hwy 75/Ga-17 into Helen, GA. We had lunch at the Troll Tavern. The weather had improved considerably so we elected to eat outside at tables along the Chattahoochee River.

Great company and pretty good German food and beer!

Please come join us for the March 14 ORF.

Tom







## By Barry Rosenberg

Last month, I said I would do an update on the engine build. A standard bore block was found and the crank rotated perfectly telling me the line boring expense can be spared. Do yall know what it means to line bore a block? Let me explain. From the very first time an engine block is cast and machined and main caps are made for it, the block can move or shift. Sometimes this movement gets the main bearing saddles out of position. Not by much but it only takes a few thousandths to make a difference.

If you take a bare block and a set of main caps, the original ones are preferred but not required, and bolt the caps in place, the center line through the saddles should be absolutely parallel to the surface of the head and all holes should be the exact same diameter. To correct any out of alignment problems; a machine shop, use one that is very competent, will machine off a few thousandths from the main caps where they seat in the block. This makes the holes where the crank rotates smaller and out of round.

Then they take the block with the main caps torqued to factory specs; lock it in a very expensive machine and bore the holes back to the correct diameter in perfect parallel alignment with the surface of the head. Now, when you put your crank, rods and pistons in the engine after a very thorough cleaning, each piston should be the exact same distance from the top block surface. The crank should spin by finger (before you put the rods on it) because all the bearing surfaces are lined perfectly up.

Race motors should get this treatment or a motor you are not sure if the main caps are original but a street motor is not in need of this expense. As you take your motor apart and pull the rods and pistons out, turn the crank. If it rotates freely, you probably do not need this machine shop step. And there is a small drawback to doing this: When you re-bore the main bores, you move the center line of the crank up slightly. This moves the crank closer to the cam increasing timing chain slack and it reduces the piston to head clearance.

Engines are built with a small amount of "deck height" built into them. Deck height is the distance from the top of the block, down the cylinder bore to the top of the piston. This is to allow the pistons to reach absolute top dead

center (TDC) without touching the head. Pistons hitting the head is not a good thing except for people like me, who build engines. A normal old British engine can come with about .040" deck height. This is quite a bit but allows for the irregularities in normal production machining operations from the factory.

The more performance you want out of your engine, the less deck height you want. Most high performance engines run with .012" to .010" clearance. You may ask why not less, good question. Most rods do not stretch under extreme RPM. I once asked Carrillo Rods how much theirs stretched under race conditions and they flatly said "ours do not stretch". I told them I was asking because a new race motor I built had a piston hit the head, ruin the rod bearing and break a rod. Again he very arrogantly said "our rods do not break". And I offered to send him one of the 5 pieces I had from his unbreakable rods. I still have the piece.

But what he did tell me made perfect sense. He said the rod bearing have about .0015" clearance; the main bearing about the same. The wrist pin has .0005" clearance in the rod and in the pistons. And the cranks can flex another .002". This adds up to .006". This is half of the deck height! Run much less deck height and you can have a piston hitting the head. Now, supposed you had your block line bored and the deck cut to level it or remove pitting. You are getting close to having to do a lot more work to keep your deck height in the safe zone.

There is a lot more science that goes into engine machining but this gives you an idea of just one area. Let me know if you want more explanations of this science. Back to the engine in the shop.

Now you know why I try not to have this step done. This block will be cleaned, bored to fit the new pistons when they come in and then cleaned again. The crank we have gotten was a perfect standard dimension on both the main journals and rod journals and it was already polished. It only needs cleaning and balancing to be installed. A set of pistons are on the way. As this motor is supercharged, I want a set of forged pistons with a slight dish, about 8.8:1 compression ratio, and three this rings, two compression and one oil control. With a light weight pin and spiral clips to hold the pin in place, it will last a lot longer than the stock 4 ring pistons we removed.

A custom cam was ground with the lift and duration suggested by other experts who have built these motors and had an engine dyno so they could test different cams. I am using specifications they suggested. I do not have enough time or patience to discuss all there is to know about camshafts, nor do I know it all. So I will just say, the cam will be degreed in to the specs set by the grinder minus two degrees. Cam grinder will tell you the rpm your engine will produce the most torque based on your cam choice.

You can move the best torque range up in rpm or lower in your rpm by advancing or retarding the cam a few degrees. I will advance the cam timing slightly, about 2 degrees, as this will lower the rpm the best torque comes in. If I retard the cam the same amount, I move the best torque up the rpm. I want the car to be driveable at lower rpm so it will run great on the normal streets where you have to accelerate up hill from a stop at times. With an engine that has its best torque range up high in the rpm range, it makes the car more difficult to drive.

If track days or more aggressive driving were in store for the car, I would want the torque to come in at higher rpm. I am building the car for the way it will be driven 90% of the time. Once I start the assembly, if a few of you want to see how a cam gets "degreed" in, let me know.

Ok, enough on the engine until I get all the parts in and the machine work done. As I said, we were going to replace the Ford 5 speed trans with a Datsun (Nissan to you millennials) 5 speed. The owner had one rebuilt and set up for MGBs. He had plans to reuse the Ford in another car but are we disappointed. Once it was on a bench, I noticed the first motion shaft, the shaft that sticks out the front of the bellhousing, had a lot of wiggle. Not right.

So, we took the top of the gearbox and found bad bearings on the 1<sup>st</sup> motion shaft, worn syncro rings and very rust pitted gears. This box should never have been rebuilt and sold as a good trans. It was a \$3,200 kit from a major supplier. I am the first to say they did not rebuild it and are not to blame for the condition, but they purchased it from their rebuilder in England and they sold it as a quality rebuilt unit. This gives them a some of the blame.

Today's problem is that 9 years has gone by since purchase and finding the problems. The car actually has only 2,201 miles on it since it was restored and the owner can prove it. The original part # sticker from the major supplier is still on the trans and in like new condition. If it had been driven much more, the paper sticker would surely be gone or oil and dirt covered. Not sure what they will say but pictures are being sent to them.

It is very hard for me to comprehend how so many things can be so wrong with one car. Did I mention that when pulling the driveshaft out, the rear flange bolts were not tight? Or that the fancy aftermarket gear shift knob was just pressed onto the lever with only a piece of rubber hose to hold it in position? I machined a proper screw on fitting for the new trans.

If the customer/owner were not standing there next to me and helping, I could see how he and you would think I am making this stuff up just to sell more work. He was the one to find the loose driveshaft bolts! It is really a good thing I am not a sympathetic person. If so, I would not be able to write this story. I think it is important though so others can

see how hard it can be to get good competent work and quality parts for our old British cars. As people like me get older and quit or God forbid die, who will continue working on them?

Mind now, I plan to be around for a number of years but how much longer will I want to get to my shop at 5:10 am in the dark to play with the cars?

Let me get back to that race motor I wrote about with the broken rod for a minute. That was a good customer and I though friend that owned and drove the car. He came to me and said he ordered a set of Wiesco custom forged racing pistons for the engine. They are a nationally known company and produce pistons for professional race teams. After I took the blown motor apart, I found the broken rod and severely scored pistons. I thought the pistons were scored after they started hitting the head do to the rod bearings getting beaten out of shape.

So I called Wiesco and sent them a piston. A few days later, I called to see if they had any idea what could have happened. Without hesitation, the tech rep said it was caused by 4 corner seizure. Having never hear this term before, I asked what he meant. I know the the skirt area of race, and most, pistons are not perfectly round. They are egg or cam lobed shaped. This allows minimal rubbing of the piston on the cylinder walls as the engine rotates. He said 4 corner seizure occurs when the pistons get hot in the engine and expand, the 4 corners where the skirts curve in was not ground properly into the pistons.

This caused the pistons to over expand and start dragging in the cylinders. This creates enough drag to cause the rod bearing to wear very quickly. Once a rod bearing goes bad, you deck height becomes a negative number. There is no room in the engine for negative deck height. Something has to give and in this case the rod was the item to break. Now, he admitted they made a mistake making the pistons. So I asked what kind of warranty they had and he said NONE! It was a race motor and even though the mistake was on them, they had no warranty. Never ever will I use Wiesco anything again.

I, on the other hand, rebuilt that motor free of labor charges. I did charge for parts and machine work but the customer supplied the part that failed, not me. I thought that was very fair from my point of view. Just wanted to make sure you know that failure was not my fault.

Well, time to get to work so I hope to see yall somewhere soon. Keep an eye out for tech sessions, I hope to do my spring tune up soon.

**Barry Rosenberg, British Car Service**

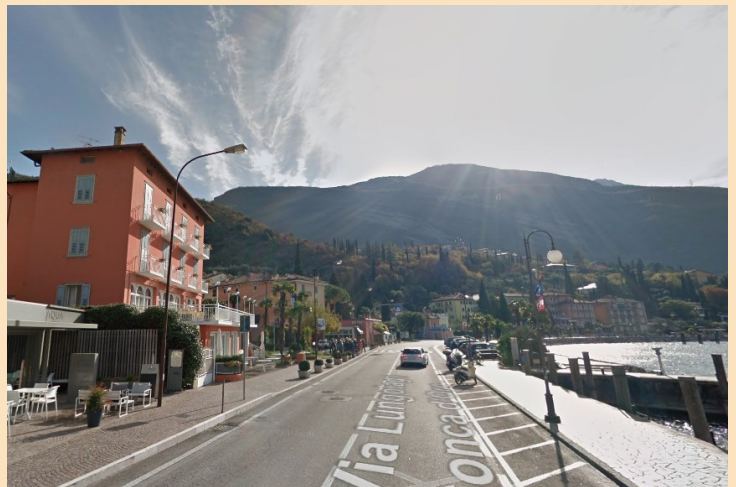


## POSTCARDS FROM KAREL

By Reinout Vogt

MG Z along the quay in Torbole, Italy, on the far North side of Lago di Garda.

With some of these postcards, it is amazing how much buildings etc. change over the years. This card is the exact opposite, and after 55-60 years most of it still exists. And although there is no Google shot through the window opening like the old postcard, Hotel M Balbo and the window still look almost the same.





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